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SUBJECT Harbor and Shipyard Installations at Odessa

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1. The harbor installations of Odessa ( $46^{\circ}24'$ / $30^{\circ}44'$ E) are at the northeast perimeter of the city on the coast of the Black Sea. (+) From the observation of Soviet Navy units there and the fact that the Russians spoke of a naval harbor and naval shipyard installations, source believed that Odessa was also a naval station.
2. There was a shipyard in that harbor part which is called Praktitch Gavan or between Plovuchi Dock (Floating Dock) and Ugolnja Gavan (Coal Harbor). It was generally called the Marti Shipyard. The area of the shipyard covered about 1,000 x 300 meters. The shipyard was said to be part of the naval shipyard which adjoined it in the south and with which it cooperated. (+ +)
3. Parts of the harbor installations and especially the shipyard had suffered war damage but were reconstructed after 1945. Parts of the shipyard installations were expanded, and new workshops were built. After 1947, American, German and Soviet machines were continually erected. Cables were laid, including a 25-core, 60-mm, 6,000 Volt cable leading from the electric power station to the new shipbuilding shop; all buildings were equipped with alarm devices connecting them with the fire station. Work in the shipyard was resumed in 1947. Shipbuilding was begun in 1948.
4. The shipyard was a state enterprise. Inspections by commissions were frequently made; navy officers were also seen with such commissions. In 1949, a Hungarian was manager of the shipyard. Source remembered that two operating engineers were named Catchino (fmu) and Goldin (fmu).
5. In 1949, the labor force of the shipyard numbered about 750 civilians, including about 100 women plus up to 400 PWS. Work was done in one eight-hour shift; only the forge worked two shifts. The shipyard had spur-tracks. Several new tracks were laid between 1945 and 1949. One secondary railroad was said to establish

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a direct connection with the naval harbor to the south. One Diesel locomotive, one steam locototive, and about ten electric transport trucks were available. Ten to fifteen 3-ton ZIS trucks from an outside motor pool were also employed by the shipyard in addition to two large traveling cranes of undetermined capacity.

6. Electric current was supplied by the shipyard's own power station but there was also an electric main coming from a municipal power station. Cut-outs in the current supply were not observed.
7. The shipyard was protected by a stone wall two or three meters high. Gate check was very strict, and sentries patrolled within the yard. Air raid shelters were observed, and it was said that more of them were to be built. Anti-aircraft guns were not observed.
8. The main mission of the shipyard was repair work on ships and the completion of the internal and nautical equipment. Ships observed there included: the Mosia, in the winter of 1948/49, formerly given by Hitler to Mussolini, a vessel about 150 meters long with a Diesel motor; the former German Virginia, in late 1948; the Ukraina, coming from the USA, in August 1948; the passenger ship Kreta, 60 to 70 meters long, in the spring of 1949. Since 1948, vessels, iron barges, 30 to 25 meters long, had been built in the yard. After their component parts had been cut to shape in the new building shop they were assembled in the old construction shed located in the south-eastern portion of the yard. About 40 vessels of this type were completed by May 1949; numbers ranging from 535 through 625 were painted on these ships. Some Russian workers said that these vessels were inland-water barges while others stated they were designed to serve as supply vessels for the navy and were to be equipped with Diesel engines and propellers outside Odessa. Several vessels would be taken in tow by one tug. The boats were allegedly to be used for carrying oil and ammunition. In April 1949, 15 to 20 boats of this type were observed being shipped out by rail, each boat being loaded on a 60-ton car. Russian workers said that the boats were shipped to Nikolaev or Sevastopol. In the fall of 1948, a 7-meter boat was built in the old shipbuilding shop. This boat was tested by a crew of two. Its maximum speed was estimated at 50 kilometers per hour (27 knots). (+++)
9. Shipping in the entire harbor was heavy. Numerous large oil tankers continually put into Leftyaynaya Gavan (Petroleum Harbor); freighters and passenger ships moored in the southern portion of the harbor, but also berthed at the Marti shipyard to unload there supplies and raw material. Ships up to 200 meters long were observed. In the summer of 1948, the former German whaler Clava with nine whale catchers was observed in the coal harbor. In May 1949, the entire whaling flotilla discharged train oil by means of a suction-pipe pump beside the shipyard. In addition, 2,000 tons of fish meal, fish bones, and spermaceti were unloaded by cranes. Subsequently the flotilla left for Sevastopol for repairs which could not be done in Odessa, as adequate dry-docks were not available in Odessa. This information was obtained from crew members of this ship. Cruisers or destroyers were repeatedly observed in Novaya Gavan (New Harbor) but could not be identified.

25X1A + [ ] Comments. For layout of the harbor, see Annex 1. The sketch does not entirely agree with available pre-war information. It also appears that sources did not remember exactly the names of the harbor parts. For example, Leftyaynaya Gavan (Petroleum Harbor) was mentioned in the text, but was not included in the sketches prepared by sources.

+ + [ ] Comment. For installation of Marti shipyard, see Annex 2.

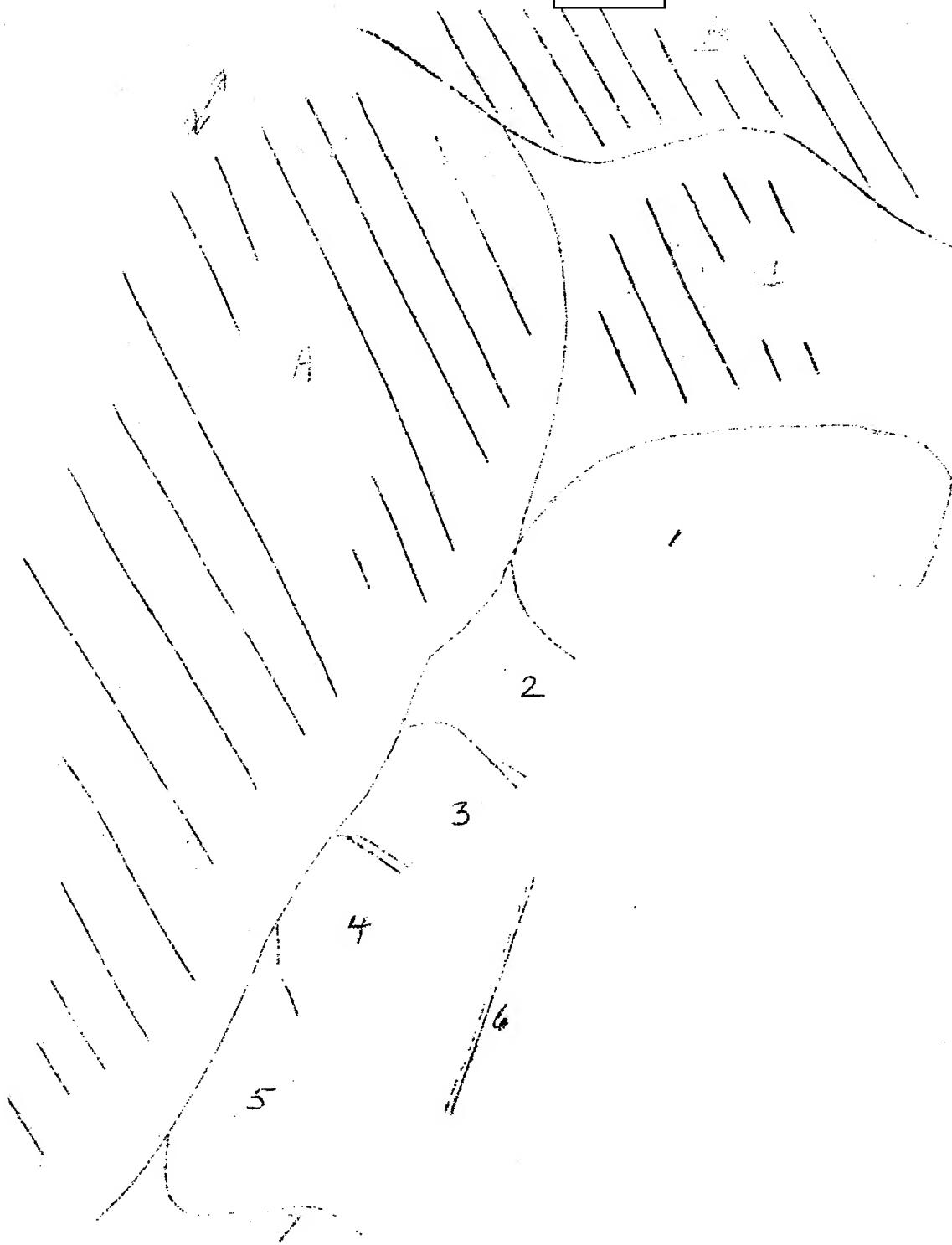
+ + + [ ] Comment. The data on the supply vessels and the fast experimental boat were obtained by the Russian-speaking German from the Banat.

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Attachment 1  
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Attachment 1  
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Legend

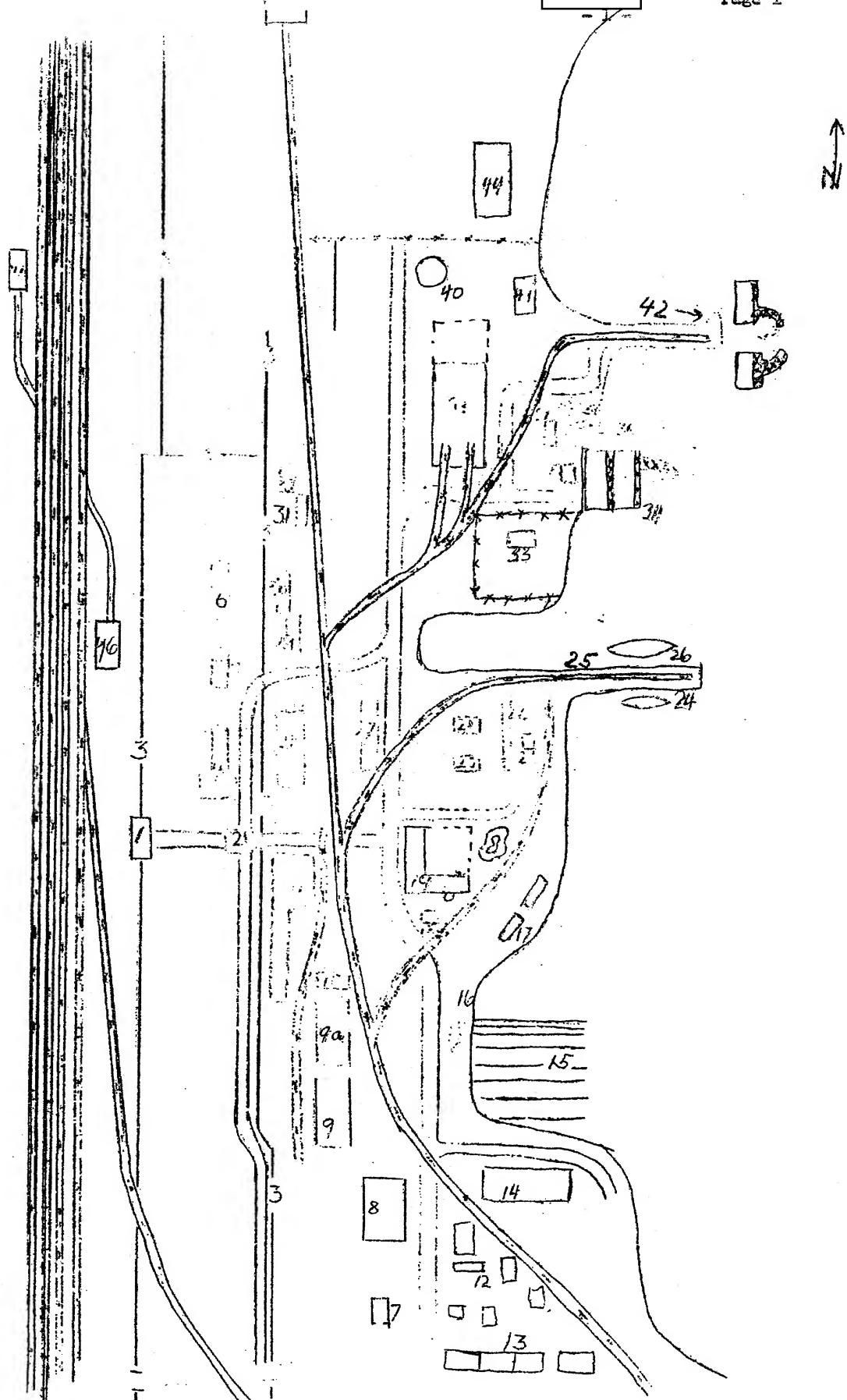
Harbor Installations of Odessa

- A. City district of Odessa
- B. Odessa Slobodka Romanovka (slobodà = suburb)
- C. Odessa Poressyp

- 1. Plovuchi Dock (Floating Dock)
- 2. Fraktitch gavar
- 3. Ugolnia gavar (Coal Harbor)
- 4. Novaya gavar (New Harbor)
- 5. Karantinaya gavar (Quarantine Harbor)
- 6. Volnolom (breakwater)
- 7. Stan Karantinyi Nol (Quarantine Camp Jetty).

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## Layout of Shipyard Installations in Odessa

Legend

1. Gate and guardhouse
2. Gate and guardhouse
3. Stone wall, 2.5 meters high
4. Stalova, a stone building about 50 x 20 meters, with kitchens and magazines in the second story, administrative offices in the third story.
5. Old boiler house, about 10 x 8 meters, 12 meters high, two boilers.
6. Bath house for workmen, about 15 x 10 meters, built in 1947 and 1948.
7. Old sawmill, one saw blade, one circular saw, narrow gauge track for wood transport.
8. Forge, 50 x 20 meters, built in 1946/48 with an anchor and chain cable workshop. Equipment: One 5-ton traveling crane, four oil-fired furnaces about 2.5 x 2.5 x 2 meters, one oil-fired, hardening-shop about 3 x 3 x 2 meters, nine oil-fired smith's forges, one 3-ton traveling crane, one steam hammer capable of forging iron up to one meter in diameter, two electric hammers for forging anchors, one small electric hammer for forging tools and small ironware. One new American press made by the Washington firm, one rivet press, one stroke shears with a cutting capacity of 100 mm, 15 1 x 1 meter straightening plates.
9. New boiler house, about 50 x 20 x 10, built between 1945 and 1946. Two boilers were in operation in 1949, two others were under construction. Smokestack 35 meters high.
- 9a Concrete coal dump for boiler house.
10. Small stone building. Concrete pipes, concrete slabs, and slag stones were made there.
11. Old building, about 30 x 10 x 10 meters. Storage of paints, glass, bolts, copper pipes, tin sheets, office furniture, lime and chalk. Locksmith's and tinsmith's workshop, tube-bending plant for water main and steam pipes.
12. Some small storage sheds, fire brigade with two Soviet motorized fire engines, underground gasoline tank.
13. Administration offices, drawing offices, supply and tool storage.
14. Shipbuilding shop, about 60 x 10 meters, built between 1945 and 1946. Iron barrels were built in this shop which was equipped with a traveling crane of undetermined capacity.
15. Slip, about 120 x 30 meters, with raising and launching installations.
16. Freighter, about 30 meters long, undergoing welding operations.
17. Locksmith's shop.
18. Electric power station, about 50 x 20 x 10 meters, a stone building. Five boilers each 3 meters long and 2.5 meters in diameter, with five sheet-iron smokestacks, each about 20 meters high.

19. L-shaped boiler house and mechanical workshop with smokestack and a coal dump, about 30 x 20 meters and 30 x 60 meters, built between 1945 and 1946. In the workshop were three 7-ton traveling cranes of the Washington firm, 20 German and Soviet made lathes of different sizes, 10 boring machines, 1 American automatic flange-boring machine with a boring diameter of 120 mm, 6 shaping machines, 5 riveting machines, 3 or 9 lathes for turning small propeller shafts, slotters, draw benches, thread cutters, milling machines and other apparatus. In the free corner, foundations for a new shop were laid in 1946 and 1949.
20. Old forge, training shop for apprentices.
21. Old compressor house.
22. Joiner's shop, an old stone building.
23. Old sawmill, a wooden building, one framesaw.
24. Steamer Frunze, moored at quayside for repair between 1948 and 1949.
25. New track laid by PWS.
26. A tug, under repair between 1943 and 1949.
27. Old shipbuilding shop.razed in 1949. The mechanical equipment was transferred to a new building. See # 39.
28. Old forge, a wooden building.
29. Storage buildings and offices.
30. Filling station for oxygen cylinders. A 2-story stone building, about 40 x 20 meters.
31. Air raid shelter about 20 meters long, 2.5 meters high, extending 0.6 meters below ground, built by PWS between 1943 and 1949. There were eight interconnecting rooms in the interior.
32. Concrete well, about 6 meters in diameter and 12 meters deep. Built by PWS between 1943 and 1949.
33. A wooden storage shed built between 1948 and 1949 for storing iron.
34. Two dry docks. Concrete structures with cranes. No details available.
35. Workers clubhouse.
36. Pontoon with a gangplank leading to the docks.
37. Boat house.
38. Two gunboats hauled up for repair between 1948 and 1949.
39. Two new shipbuilding shops, about 100 x 60 x 15 meters, built between 1946 and 1948. The machinery was still being installed in the spring of 1949. Equipment seen there included two Soviet 9-ton traveling cranes, one Soviet plate-cutter, capable of cutting plate 10 mm thick and 1.5 meters in width, one plate-cutter for plates up to 15 mm thick and 2.5 meters in width, three boring machines, 30 straightening plates, each of them 1 x 1 meter, three electric welding cabins with welding plant, one acetylene welding plant, one automatic electric welding

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Attachment 2  
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machine for seam-welding plates up to 30 mm thick. One compressed air plant for riveting and chiseling operations, one electric roller with three rolls for rolling thin iron sheets, one press, weighing 45 tons with a 3 meter square foundation plate. Operation was not begun prior to the spring of 1949. Excavation work for the enlargement of this shop was underway.

40. Cell of the same type as described in # 32.
41. Concrete building for crude oil tanks, about 6 x 5 meters, built in 1943 and 1949. The tanks were sunk 2 or 3 meters into the ground. The pipes ran to the forge, see #8
42. Concrete pier, 8 meters wide, built by PMs in 1943.
43. Two floating docks, allegedly of German origin. They were of about the same size. One of them was dismantled in April 1949 for shipment to Vladivostok. This dock was about 130 meters long. There were always ships under repair in the two docks. Once five vessels, each 50 meters long, were observed in one of those docks.
44. Concrete mixer.
45. Gate and guardhouse.
46. Foundry, about 100 x 60 x 25 meters, a two-bay building, an iron structure with stone masonry.
47. Copper smelting shop, stone building, about 70 x 50 x 20 meters with a smoke stack 30 meters high.

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